

#### 4b. 2013SP-039-001

##### WOODMONT/HOPKINS DEVELOPMENT

Map 117-11, Parcel(s) 031-035  
Council District 25 (Sean McGuire)  
Staff Reviewer: Carrie Logan

A request to rezone from R40 to SP-MR for properties located at 1804 and 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard, (8.75 acres), to permit up to 28 residential units, requested by Hawkins Partners, applicant; Oscar T. Nelson, owner (also see community plan amendment 2013CP-010-003).

**Staff Recommendation: Approve with conditions subject to the approval of the associated policy amendment and disapprove without all conditions. Disapprove if the policy amendment is not approved by the Commission.**

##### APPLICANT REQUEST

**Permit 28 detached residential units.**

##### Preliminary SP

A request to rezone from R40 to SP-MR for properties located at 1804 and 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard, (8.75 acres), to permit up to 28 residential units.

##### Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes. *This property contains 10 lots, which are all eligible for duplexes, for a total of 20 units. Because five of these lots front onto Benham Avenue, development of 20 units would require the construction of Benham Avenue.*

##### Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan would permit 28 detached units.

##### CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Provides a Range of Housing Choices
- Supports Infill Development

This development is within three blocks of Hillsboro Pike and is directly northeast of the Green Hills Library. Concentrating development close to the existing retail location and community services will help to create a more walkable neighborhood. In this location, additional units will utilize existing infrastructure. Compact infill development reduces Metro's long-term costs of building and maintaining new public infrastructure. This development complements the existing development pattern by maintaining consistent street setbacks with existing homes, providing detached units and orienting toward public streets. The smaller lot sizes will add a housing alternative to the large lot development in Green Hills. With the addition of the Benham multi-use path, the development will accommodate the increased density by providing a dedicated, alternative pedestrian and bicycle route from the neighborhood north of Woodmont Boulevard to the library neighborhood north of Woodmont Boulevard to the library, Hillsboro High School and eventually to the Green Hills Mall.

##### GREEN HILLS - MIDTOWN COMMUNITY PLAN

##### Existing Policy

Residential Low (RL) policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominant development type is single-family homes.

Special Policy #14 (SPA #14) policy states that: "Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Ave. where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits."

##### Proposed Policy

Residential Low Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

##### Consistent with Policy?

This SP proposal is accompanied by a request to change the policy from RL to RLM and to relocate the boundary of Special Policy # 14 (Community Plan Amendment No. 2013CP-010-003). At 3.2 units/acre, the proposed SP is consistent with the density recommendation of the proposed RLM policy.

##### PLAN DETAILS

The plan includes 28 detached units, which will be subdivided into individual lots, ranging from 6,000 square feet to 9,450 square feet. All of the units face a surrounding public street or an interior courtyard. Common open space is provided within

the courtyards and along the frontages of Woodmont Boulevard, Hopkins Street and Graybar Lane, which is designed to create a common responsibility for maintenance through a homeowners association.

A private drive connects to Hopkins Street and Graybar Lane and provide access to the garages of all 28 units. 106 parking spaces are provided. Sidewalks are provided along Woodmont Boulevard and Hopkins Street, and the existing sidewalks along Graybar Lane are maintained.

Allowable materials are brick, cast stone, stone, cultured stone, stucco and cementitious siding, which is consistent with the surrounding area.

The Historical Commission has recommended that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development. There is no historic overlay on these properties and the applicants have indicated that this house cannot be incorporated into the development.

## ANALYSIS

Initially, staff determined that vehicular improvements, including the construction of Benham Avenue, were necessary to accommodate the requested increase in density. After discussions with the community, staff reevaluated the potential for mobility options with the development of this project. Larger discussions between Planning and the community are underway regarding transportation in the Green Hills Area. Some of the suggested transportation improvements are for pedestrians and cyclists, which are currently scheduled to be discussed at the Commission in December.

By looking at these larger transportation initiatives, staff determined that enhancing the bicycle and pedestrian infrastructure in Green Hills with the inclusion of a public multi-use path, dedicated solely to bicycles and pedestrians would be a valuable transportation improvement that would sufficiently accommodate the increased density. The multi-use path would provide safe access from the area north of Woodmont Boulevard to the Green Hills library, Hillsboro High School and, in the future, Green Hills Mall.

## STORMWATER RECOMMENDATION

Preliminary SP approved (Stormwater Only)

## PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Preliminary discussion with the development team indicated a proposed all-way stop at the intersection of either Benham and Graybar OR Graybar and Hopkins.
- All "Private Drives" are to be built to Public Works standards. Thus the following need to be revised: the main drive is to be 24' minimum width with an 8 foot parking lane, parking lane cannot be gravel, private alleys to be 22 feet minimum, etc.
- Indicate sidewalk construction on Graybar.
- Indicate curb and gutter installation on Woodmont.
- Curb and gutter installation on all streets is to be placed at the edge of the existing asphalt.
- On Hopkins, remove the grass strip parallel to the on-street parking, i.e. place the sidewalk behind the curb.
- All sidewalks paralleling a public street, Hopkins, Graybar, and Woodmont, must be placed within the public ROW. ROW dedications must be recorded prior to building permit submittal.
- Add note to the plans indicating that the developer/ HOA must submit a long term agreement with a private hauler for solid waste and recycling collection.
- Add note to the plans that the additional on-street parking spaces are to be constructed per MPW ST-261 paving cross section.
- Identify mail kiosk.

Maximum Uses in Existing Zoning District: **R40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.75	3.7 D	12 U*	115	9	13

\*Based on two two-family lots.

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.75	-	28 U	268	21	29

Traffic changes between maximum: **R40** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 16 U	+153	+12	+16

#### **WATER SERVICES RECOMMENDATION**

Approved as a Preliminary SP only. Construction plans must be approved prior to Final SP stage. Capacity fees must be paid prior to Final SP/Final Plat stages.

#### **HISTORICAL COMMISSION RECOMMENDATION**

The house at 1921 Woodmont Blvd (117-11-032) is Worthy of Conservation and appears to be potentially eligible for listing in the National Register of Historic Places. After reviewing the site plan as presented, the Metropolitan Historical Commission recommends approval of this rezoning request with the condition that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development.

#### **METRO SCHOOL BOARD REPORT**

Based on data from the Metro School Board last updated September 2012, the proposed SP zoning district will not generate additional students from what is generated by the existing R40 zoning district.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions subject to the approval of the associated policy amendment and disapproval without all conditions. Disapprove if policy amendment is not approved by the Commission.

#### **CONDITIONS**

1. Concurrent with the final plat application, submit a mandatory referral application for Benham Avenue.
2. Submit a revised plan showing the future abandonment of Benham Avenue and plan details of a 12' wide, paved, multi-use path with a public access easement connecting Woodmont Boulevard and Graybar Lane, aligning with Benham Avenue to the north and south.
3. Add the following note to the plan: With the final site plan approval, the Executive Director may approve a reduction in width of the multi-use path to a minimum of 10', with sufficient information detailing why a 12' wide path cannot physically be constructed.
4. Submit a revised plan complying with all Public Works conditions.
5. Permitted uses shall be limited to 28 detached residential units.
6. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with minimum lot sizes as shown on the plan."
7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**Resolution No. RS2013-204**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that 2013SP-039-001 is **Approved with conditions and disapproved without all conditions. (6-0)**

**CONDITIONS**

- 1. Concurrent with the final plat application, submit a mandatory referral application for Benham Avenue.**
  - 2. Submit a revised plan showing the future abandonment of Benham Avenue and plan details of a 12' wide, paved, multi-use path with a public access easement connecting Woodmont Boulevard and Graybar Lane, aligning with Benham Avenue to the north and south.**
  - 3. Add the following note to the plan: With the final site plan approval, the Executive Director may approve a reduction in width of the multi-use path to a minimum of 10', with sufficient information detailing why a 12' wide path cannot physically be constructed.**
  - 4. Submit a revised plan complying with all Public Works conditions.**
  - 5. Permitted uses shall be limited to 28 detached residential units.**
  - 6. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with minimum lot sizes as shown on the plan."**
  - 7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.**
  - 8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.**
  - 9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.**
  - 10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**
-